

**REMARKS**

Claims 1-26 are pending in the application. Favorable reconsideration is respectfully requested.

Note is taken of the remarks in the Office Action concerning the IDS filed July 25, 2003. Please observe that in the IDS, each of the references not in the English language was paired with a corresponding U.S. patent, with the exception of the DE 710787 reference. The Applicant is in the process of obtaining/preparing an English abstract or a concise explanation of the relevance of the DE 710787 reference, and this will be forwarded to the Office as soon as it is available.

Claim 19 was rejected under 35 USC 112, 2nd paragraph, as being indefinite. Specifically, the Office Action contends that the language "in which" in claim 19, lines 4-5 is unclear. Accordingly, "in which" has been amended to "when" to clarify that the vibration suppressing means temporarily rotates the drive shaft of the engine, when the throttle valve is fully closed, at the recited speed. This is described, for example, in the present specification in the paragraph bridging pages 12 and 13.

Accordingly, withdrawal of the rejection of claim 19 under 35 USC 112, 2nd paragraph, as being indefinite is respectfully requested.

Claims 1-26 were rejected under 35 USC 103(a) as being unpatentable over Tsuzuki et al. (US 6,018,198, hereafter, "Tsuzuki") in view of Omote et al. (US 5,735,770, hereafter "Omote") in view of Yamada et al. (US 5,942,862, hereafter "Yamada '862") and further in view of Yamada et al. (US 5,909,094, hereafter "Yamada '094").

To establish a prima facie case of obviousness under Section 103, all claim limitations of a claimed invention must be taught or suggested by the prior art. See MPEP, Section 2143.03 and In re Royka, 490 F.2d 981, 180 USPQ 580 (CCPA 1974). In view of the foregoing authority, the Applicant respectfully submits that the cited references do not support the asserted rejection.

Independent claims 1, 21, 23 and 25 as amended above each requires an auxiliary device that is connected to a drive shaft of an engine, and is arranged on a side opposite to an output shaft side of a vehicle driving apparatus. The independent claims further require a transmission arranged at the output shaft side of the vehicle

driving apparatus. The claimed structures are shown in FIG. 1 and described, for example, on pp. 5-6 of the present specification. Advantages provided by the claimed structures include greater ease of implementation as opposed to prior art devices.

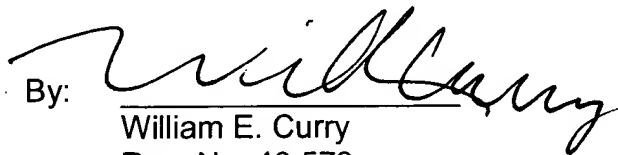
Moreover, the cited references do not teach or suggest the embodiments of the present invention as claimed. The primary reference Tsuzuki, for example, does not disclose any relationship of an auxiliary device to an output shaft side of an engine as required by the independent claims, nor of a relationship of a transmission to an output shaft side of a vehicle driving apparatus as further required by the independent claims. Similarly, the secondary references Omote, Yamada '862 and Yamada '094 are each silent as to the claimed relationships. Accordingly, a prima facie case of obviousness is not supported by the references. Withdrawal of the rejection of claims 1 - 26 as being unpatentable over Tsuzuki in view of Omote in view of Yamada '862 and further in view of Yamada '094 is therefore respectfully requested.

In light of the above discussion, Applicant respectfully submits that the present application is in all aspects in allowable condition, and earnestly solicits favorable reconsideration and early issuance of a Notice of Allowance.

The Examiner is invited to contact the undersigned at (202) 220-4323 to discuss any matter concerning this application. The Office is authorized to charge any fees related to this communication to Deposit Account No. 11-0600.

Respectfully submitted,

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